

62.1 General Discussion

Enhancement Projects

TEA-21 requires that a nominal 10 percent of a portion of the Surface Transportation Program (STP) funds be set aside for transportation enhancements. The Transportation Improvement Board (TIB) has developed statewide selection criteria for projects funded by statewide or regional STP funds. Refer to Chapter 12.

Enhancements encompass a broad range of activities and are defined as follows:

- Provision of facilities for pedestrians and bicycles.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including the provision of tourist welcome center facilities).
- Landscaping and other scenic beautification.
- Archeology and Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals) and historic modes of transportation (including water craft).
- Preservation of abandoned railway corridors (including the conversion and use for pedestrian or bicycle trails).
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality, while maintaining habitat connectivity.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Establishment of transportation museums.

Heritage Corridors Program

Heritage Corridors Program (HCP) within the Washington State Department of Transportation (WSDOT) is an umbrella program created in 1992 to administer Washington's State Scenic Byway System, Safety Rest Area Program, and the Highway Interpretive Marker System.

State Scenic Byway System

Washington's scenic byway program was established by the state legislature in 1967. *The Scenic & Recreational Highway Act* (RCW Ch. 47.39) was created to "recognize, preserve, protect and enhance state highways of exceptional scenic and recreational value." Over 3,000 miles or 45 percent of Washington State highways are currently in the system. In

1999, the state law was amended to allow eligible local routes to participate in the program, and to allow for the creation of a new category of routes called Heritage Tour Routes.

These two categories of routes now comprise the state's scenic system and are defined as follows:

1. **Scenic Byways** — Routes that maintain consistently high visual quality over the length of the route, are well known statewide, and may have attractions of regional or national interest. Scenic Byways must be able to accommodate two wheel drive vehicles.
2. **Heritage Tour Routes** — Roads, trails, or other corridors that contain regional and/or local points of interest related to historic, cultural, recreational, or archaeological resources.

HCP is responsible for reviewing route eligibility for inclusion in the state program and holds an annual call for applications, active participation in the state program is voluntary. There are no land use regulations other than those found in the Scenic Vistas Act relating to billboard control. The ideal byway is lead by a local community group consisting of a broad base of stakeholders. Their mission is to implement projects identified in the Corridor Management Plan (CMP) or seek byway grant funding if no plan exists.

National Scenic Byway Program

In 1991, the passage of ISTEA created the National Scenic Byway Program (NSBP). The national program offers support to state byway programs in the form of NSB funding for planning, construction, and marketing projects on state designated scenic routes. The NSBP also designates "National Scenic Byways" and "All American Roads," selected from the most regionally significant state designated federally-owned routes. Participation in the National Program is strictly voluntary and routes must apply to the Federal Highway Administration (FHWA) to be eligible for selection. As of June 2000, Washington State has three federally designated routes.

One of the primary purposes of the HCP is to coordinate funding efforts and general technical assistance between the state's scenic system and the National Scenic Byway Program. The HCP supports the national program's intent to:

- Help identify, preserve, and enhance a corridor's scenic, natural, cultural, historic, recreational, and archaeological resources, while promoting a greater awareness and appreciation of those resources through education and interpretation.
- Increase opportunities to develop a sustainable economy, which includes cultural tourism.
- Provide a means to plan for traveler safety, and tourism impacts on the corridor and its resources.

- Provide a framework for a community to communicate its unique heritage to the traveling public.

62.2 Standards

Enhancement Projects and Heritage Corridors Program

Because of the variety of project categories allowed under these programs, WSDOT and FHWA have delegated to local agencies awarded scenic byway and enhancement projects the authority to design and construct them using the standards shown in [Appendix 62.51](#).

62.3 Special Requirements

Enhancement Projects and Heritage Corridors Program

Project design and construction may be performed by CA agencies following these guidelines.

- .31 The bid documents must be approved by a full CA agency or the Regional Highways and Local Programs Engineer, prior to advertisement.
- .32 All agencies with modified CA status must supply a Certification Statement that the work has been completed in accordance with the project application, plans, specifications, and all applicable state and local codes, public work contracting requirements, and laws.
- .33 All agencies without full CA status must have written approval of change orders from full CA agencies or from the Regional Highways and Local Programs Engineer prior to performing the work.
- .34 For projects that involve procurement and installation, refer to:
 - RCW 36.32 — Counties
 - RCW 35.23 — Cities
 - RCW 39.04 — Municipalities
- .35 Scenic Byways Projects that have been selected for grants MUST obligate the funding by the following September 30th.
- .36 When work is performed by local agency forces, refer to LAG Chapter 61, for specific requirements.
- .37 All project proposals must develop and submit a “plan of maintenance” that includes strategies for the upkeep and maintenance completed project.

The WSDOT/APWA *Standard Specifications* should be used whenever possible. Division 1 or 1-99 of those specifications are recommended for complying with federal and state laws and regulations.

All design standard specifications, right-of-way, and construction documents must be developed under the supervision of a licensed professional engineer, architect, or land surveyor and

must be stamped with a professional seal. The plans and the cover of the specifications also require a professional seal along with any changes to the approved design.

Any capitol facilities must obtain all proper building permits as required by the local jurisdiction

Relationships and agreements for performing joint work need to contain a clear understanding of the responsibilities and the scope of work.

62.4 Eligible Projects

Heritage Corridors Program

To be eligible for National Scenic Byway funding, routes must:

- be accessible to two-wheel drive vehicles,
- be in the state designated system,
- have a Corridor Management Plan completed or in progress at the time of application,
- have construction projects located on or contiguous to the route’s right of way.

Scenic Byway funds are available for the following project types:

- Planning, design, and development of a statewide scenic byway system.
- Development and implementation of a corridor management plan to maintain the scenic, historical, recreational, cultural, natural, and archaeological characteristics of a byway corridor, while providing for accommodation of increased tourism and development of related amenities.
- Safety improvements to a state designated route, National Scenic Byway, or All-American Road to the extent that the improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway as a result of the designation.
- Construction along state designated route or facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities.
- Improvements to a state designated route that will enhance access to recreational areas, including water-related recreation.
- Protection of scenic, historical, recreational, cultural, natural, and archaeological resources in an area adjacent to a scenic route.
- Developing and providing tourist information to the public, including interpretive information about the state designated route.
- Development and implementation of a scenic route’s marketing program.

Solicitation and Selection

Project applications are called for each FFY and coordinated through HCP, who forwards them to the FHWA Division office. FHWA uses a flexible interpretation of the programs selection criteria to evaluate projects for funding.

62.5 Minimum Contents of Bid Package

- Cover-Project name, project engineer's name (P.E. stamped)
- Notice to Planholders (Chapter 44)
- Vicinity Map
- Special Provisions (with professional seal)
- Federal Aid Provisions and Amendments (Chapter 44)
- Wage Rates
- Bid Proposal
- DBE Goal Notice (if goal is assigned) (Chapter 26)
- Proposal Bond
- Noncollusion Affidavit
- Lobbying Certificate
- DBE Certification (if goal is assigned) (Chapter 26)
- Proposal Signature Sheet
- Plans With a Professional Seal and Signature
- Traffic Control Plans When Appropriate (Use MUTCD)
- Davis-Bacon Documents — wage requirements (Chapter 44)

62.6 Project Closure Package

If applicable, the following items should be included in the project closure package:

- Materials Certification
- Change Order Listing
- Final Quantities
- Final Voucher
- Pictures

62.7 Appendixes


[62.71 Enhancement and Scenic Standards](#)

62.8 References***Heritage Corridors Program***

Roadside Manual, WSDOT

Federal Register, May 18, 1995 (Volume 60, Number 96)

National Scenic Byways website,
<http://www.byways.org/pages/index.html>

Work Type	Funding	Design	Environ- mental	Civil Rights	Right of Way	① Plans, Specs and Estimates	Bid Procedures	② ③ ④ Construction Contract Administration	Final Inspection Project Revenue	Notes
Bicycle, Pedestrian Paths and Lanes	See LAG Manual Chapters 14, 21 and 23	WSDOT Design Manual per RCW 35.75.06 and 36.75.24	See LAG Manual Chapter 24	See LAG Manual Chapters 26 and 27	See LAG Manual chapter 25	See LAG Manual Chapter 44 or as approved by the Regional Local Programs Engineer	See LAG Manual Chapters 43 and 46 and RCW 39.04 Small Works Bidding	② All Agencies must supply a certifying statement  WSDOT/APWA Standard Specifications, WSDOT Construction Manual, LAG Manual Chapter 52 Per Uniform Building Codes (permit requirements, inspections, materials, etc.)	See LAG MANUAL Chapter 53 (Revised July 1999)	① Bid documents must be approved by a full CA agency or the Regional Local Programs Engineer ② All agencies must supply a Certification Statement that the work has been completed in accordance with the project application, plans, specifications, and all applicable state and local codes, public work contracting requirements and laws ③ For Projects that involve procurement and installation refer to: RCW 36.32 – Counties RCW 35.23 – Cities and RCW 39.04 – Municipalities ④ All agencies with less than full CA status must have written approval of change orders from the Regional Local Programs Engineer or a full CA agency prior to performing the work. ⑤ All agencies must supply US Coast Guard final inspection and acceptance documentation. This will serve as final inspection.
Landscaping and Irrigation Sec. 1320 Design Manual		WSDOT Design Manual Chapters 13.20 and 13.30								
Public Roads and Dual Use Bicycle Pedestrian Lanes		LAG Manual Chapter 41								
③ Bicycle Facilities (lockers, racks, etc.)		Per Agency Adopted Standards								
Structures		WAC 51-11 to 30 RCW 9.27 State Building Codes								
③ Bus Shelters		Per Agency Adopted Standards and 49 CFR 37 APPA								
Archeology and Historic Preservation		US Dept Interior Stds. For Archeology and Historic Preservation. Volume 90 #140:44716 SHPO (360)407-0771								
Buildings/Utilities		WAC 51-11 to 30 RCW 19.27 State Building Codes								
Water Craft		Maritime Standards of Sea Worthiness						⑤ Per US Coast Guard Codes (permit requirements, inspections, materials, etc.)		

